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BIRTH.
At No. 14, Seymour Rd., on September 16th, 1908, Mrs. A. Wells, of Hongkong.

HONGKONG OFFICE: 10A, DES VOGES ROAD.
LONDON OFFICE: 131, ELDER STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 18th, 1908.

The vigorous measures which have been taken by the French authorities in Tonkin to preserve peace within the province and along the frontier appear to have been attended with complete success. In official circles in Paris it has from the first been maintained that an undue amount of pessimism has been manifested by the public regarding the situation in Indo-China, and the blame has been laid at the door of the French Colonial Press. We have noticed among the rumours to which publicity has been given in Paris one to the effect that an army of 10,000 Chinese revolutionaries threatened the frontier of Tonkin, while bands of brigands, estimated to number upwards of 30,000, were said to be overrunning French territory. Coming as it did upon the heels of such rumours as these, the sensational story of the native plot to poison a regiment of artillery at Hanoi—a plot which very nearly succeeded—naturally tended to confirm the previous stories and created much anxiety in France. So much pessimism indeed, has prevailed in France that the Minister of the Colonies last month permitted himself to be interviewed by two of the leading Paris papers to whom he gave explanations calculated to pacify the public mind. His first bit of advice was in the nature of a warning against the Colonial Press which he declared to be "inspired by motives not always those of the general

interest." We are not concerned to defend the papers of Indo-China from this general charge, but we are at a loss to understand what motives they can have for representing the political situation in Indo-China to be worse than they really believe it to be. We have ourselves attentively read some of the Indo-China papers, and we should rather be inclined to give to the papers some measure of credit for the improvement in the situation. They at any rate, spurred the authorities to action. The Government is sending to Indo-China this autumn 4,000 fresh troops, and as the inadequacy of the garrison has been the cause of the "panicky" feeling, the Colonial Press is justified by the action of the Government, if not by the public declaration of the Minister of the Colonies. It is not an easy matter to determine the extent of the revolutionary movement in Tonkin. A few months ago the Colonial Press brought to notice some inflammatory literature which had been extensively circulated among the natives in Annam counselling an uprising against French domination. Later came the Hanoi incident, complicated by a mutiny, both organised, the Minister is reported to have declared, by malevolent Mandarins and certain Annamites "who had imbibed anti-European ideas from residences in China and Japan, and members of secret societies." As to the troubles on the northern frontier of Tonkin, the Minister rightly said these must be ascribed to the insurrection of reformers against the Chinese Government. "When a band of reformers have been defeated they make their way into French territory, refuse to surrender their arms, fight to defend them, and pillage to preserve their existence. But it is not probable or logical that these bands are in relations with malcontents in Annam or Tonkin." The Chinese Government, however, do not accept this view, and we may well leave the decision to those who are appointed to determine this question, which arises in connection with the claims made by France against China for a violation of the frontier. The lesson of the experience is that the disturbers of the peace—be they Chinese or Annamites—can be controlled by an adequate display of physical force. France, however, has its "Little Franks" as England has its "Little Englanders," and M. Henri Rochereau has been distinguishing himself recently by advocating the abandonment of the Colony "while it can be done gracefully." His view is that ever since the defeat of Russia by Japan "it has been evident that France will not be allowed to occupy the country for many more years." M. Henri Rochereau's advice in the matter is not likely to be acted upon. France would save ten millions of francs a year by abandoning Tonkin, but we question whether "the blow to French pride" would be saved by the saving of that expense.

H. E. Joakheer A. J. van Oitters, the Netherlands Minister to China, is leaving for home on October 1st.

Mr. Conrad v. Wieser has entered upon his duties as Austro-Hungarian Consul at Hongkong in succession to Mr. E. von Zich, who has been appointed to Yokohama.

A Chinese boy, 17 years of age, while repairing the roof of a house in Koi An Lane, opposite St. Stephen's Church, fell to the ground, a distance of 40 feet, and was killed.

The Colonial Office informs us that Quarantine regulations against arrivals at Asten from Hongkong have been removed; also the quarantine against arrivals from Hongkong to Bengal Provinces has been withdrawn.

Twenty-two deportees arrived from Singapore yesterday by the s.s. "Gregory Apar," and 181 are expected to arrive from the Dutch East Indies to-day. They will be forwarded on to China in due course.

The British Legation in Peking, it is stated in the "China Times," intends to adopt drastic measures for the eradication of undesirable Britishers. There are in Peking at present persons said to be under British protection, although not British.

Yesterday, at the Supreme Court, before the Chief Justice, the hearing of the action brought by Liu Man Cho, otherwise called Lau Hok Shun, against the Hongkong and Shanghai Banking Corporation for the recovery of thirty-four life deeds, which, it was alleged, were the property of the plaintiff, and were wrongfully detained by the defendants was concluded, and judgment will be given to-day.

The committee of the Y.M.C.A. in charge of the religious work of the Association met on Wednesday evening to formulate plans for the coming Autumn and Winter. It was decided to commence with the first week in October, to conduct a Bible class on Sunday at 9.45 a.m., also on one evening during the week at 9 p.m., the evening to be announced later. The services at the Kowloon Docks and Quarry Bay will also be resumed on the first Sunday of October. From time to time sacred concerts will be given on Sunday evenings, also lectures on religious themes of present interest.

Five resignations and three members struck off the strength of the Volunteer Corps are announced in Orders. Two other recruits have come forward.

An officer of the Chinese Customs has been victimised by a Hongkong thief. On Wednesday night he took a ricksha at the German Tavern to proceed to the Canton steamers wharf, whence he was going to ship to Hoihow. On the way he fell asleep, and while he slept he was relieved of a gold watch valued at \$120, two promissory notes for \$90 and deposits to the value of \$1,000. It is doubtful whether these articles will be recovered, as the Customs official failed to take the number of his ricksha, admitting that he was under the influence of liquor at the time.

Mrs. Korneliusson, wife of Mr. O. Korneliusson, captain of a coasting steamer, arrived at Colombo on August 24th from Hongkong by the N. L. "Solander" on her way to Norway, and being ill at the time was removed to the hospital. She succumbed a few days later and the funeral took place at the General Cemetery. The inscription on the brass plate of the coffin was—"Zigzag, aged 29. 'They will be done.' Mr. Shaw, representing the Norwegian Consul, placed a wreath on the coffin on behalf of the absent husband, who had obliged his wishes about the funeral."

As has usually been the case on the occasion of the annual inter-colonial cricket match at Shanghai or Hongkong, a lawn tennis contest is this year being arranged between these centres, says the Shanghai Mercury. The constitution of the southern cricket eleven so far as lawn tennis talent is concerned, is not yet sufficiently known to enable the local players to make a selection of the men to represent Shanghai, but as soon as this information is forthcoming it will be done. At Hongkong last autumn, De Voss and Carruthers, lovers of Hongkong's colours, and there is good enough talent in Shanghai to hope for a similar result on the present occasion.

LIEUTENANT'S COURAGEOUS ACT.

On Wednesday while the torpedo boat 037 was leaving the Kowloon Docks with several guests on board, a boy in the service of one of the party fell overboard and disappeared from sight. Lieutenant E. W. Isambard promptly dived into the water but failed to rescue the boy. Divers from the dredger "St. Enoc" were called and they attempted to recover the body but without success.

AT THE MAGISTRACY.

A native was charged before Mr. Kemp yesterday with trespassing in an empty house at No. 6, Belcher Street. He told his Worship he went in to shelter from the rain, but evidently his Worship did not believe the story, for he sentenced the defendant to 14 days imprisonment.

The hearing of the charge preferred against Daniel Antonio Soares, of obstructing an Indian constable in the execution of his duty, was concluded before Mr. J. H. Kemp yesterday. Defendant called his own witnesses, but Sergeant Lee objected to the evidence, as the constable stated in the charge room that he did not appear as a witness. His Worship, however, allowed the evidence, which corroborated defendant's statement.

Defendant—I want to know why I was brought from Mosque Street to the Central Station as a common criminal.

His Worship—You are fined \$3, in default 14 days imprisonment.

Inspector McHardy charged a native before Mr. J. H. Kemp with the larceny of a quantity of ironwork from Mongkok. Witnesses called proved the guilt of the defendant, and the Inspector informed the Court that while on two Xaamti lanch, on the way to Hongkong, he attempted to escape by jumping overboard. An Indian constable who accompanied him jumped into the water after the native, but the latter was a powerful swimmer, and would probably have escaped but for the presence of a few sampans. These were requisitioned and the defendant captured as he was nearing the Xaamti shore. His Worship sentenced him to six weeks imprisonment with hard labour. A bailment order could not be obtained as the defendant was born in Hongkong.

Yesterday a native was charged before Mr. J. R. Wood with obtaining two pairs of shoes and two pairs of slippers by false pretences. The defendant, according to the evidence, went into a boot shop in Queen's Road West and ordered the goods mentioned. While they were being wrapped up he told the shopkeeper they were for the use of patients in the Government Civil Hospital, and that if he would go with defendant to the hospital he would get paid. They left the shop together, and when some distance on their journey the defendant told the shopkeeper that he wanted to make a little out of the deal. He would be pleased if the vendor of shoes would put thirty cents on the price he quoted. The shopkeeper, it is alleged, was quite agreeable to defraud the hospital. On arrival at the hospital the defendant entered by the back gate, telling the shopkeeper to wait until he returned with the money. The man passed slowly for the man waiting, and it was not until one of the attendants wished to know what he was waiting for that he found he had been duped. On telling his story to the attendant the latter remembered seeing a man passing through the hospital and leaving by the Queen's Road entrance. The pair set off in pursuit, and were successful in finding the defendant. He pleaded guilty before the Magistrate, and was sentenced to six weeks imprisonment with hard labour.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A SHANGHAI LIBEL ACTION.

SHANGHAI, September 17th.
An application was made to the Judge in Chambers to-day by the Crown Advocate for leave to prosecute the Editor and proprietor of the "China Gazette" (Mr. Henry O'Shea) for criminal libel in connection with statements published in that paper reflecting on Judge Willey of the United States Court for China.

The application was granted.

[REUTERS' SERVICE.]

AMERICA AND JAPAN.

LONDON, September 16th.

The Hon. Elhu Root, U. S. Secretary of State, presiding at the New York Republican Convention, declared that no wild outcries of the sensational press at home and abroad had failed to destroy the good understanding between Japan and the United States.

He said that the long unsettled questions between the United States and Canada were nearing a conclusion, and dwelt on the improved relations, amounting to genuine friendship, with the Southern American States.

THE U. S. ELECTION.

LONDON, September 15th.

The latest returns in the election for the Governor of Maine show large Democratic gains. It is expected that a Republican majority.

The Republicans have won the Maine elections by a plurality of eight thousand votes as compared with twenty-eight thousand at the last Presidential election. This is the smallest Republican plurality of any Presidential year for twenty-five years.

CHOLERA IN RUSSIA.

LONDON, September 15th.

Eight Russian provinces have been declared infected with cholera. Up to the present 3,130 deaths are reported.

[FROM THE "MANILA CABLENEWS"]

THE AMERICAN ELECTION.

Chicago, September 12th.

Democrats in the west and middle west are spreading broadcast a statement given out by James J. Hill, president of the Great Northern Railroad Company, in which he is quoted as saying he believes Bryan has a chance of election. Supplemental to this is a statement from Cyrus McCormick Jr., head of the harvest trust, in which he makes practically the same statement. Both statements are being used for all they are worth in the west and north-west and it is feared that they may do the Republicans harm. Both of the men quoted, while belonging to the capitalist and trust magnate class, stand very high with the voters in these sections of the country.

TAPP AND BRYAN TO ATTEND A BANQUET.

Chicago, September 12th.

The directors of the Commercial Association of this city have issued invitations for an elaborate banquet to be held October 7. Among the guests who have been bidden to the function are Candidates William H. Taft and William Jennings Bryan. Both of the men signalled their acceptance of the invitations. The business accompanying the organization proposes that the candidates shall have an opportunity to discuss those issues of the campaign that are of vital interest to the business world, before the same audience and under the same conditions. The proposed meeting of the two men at the same banquet board, in the heart of the campaign, is attracting wide attention as one of the most unique features of the canvass.

SCOUTS FOR THE NAVY

MAN LIFTING KIBBS ON BRITISH DESTROYERS.

Two important naval experiments were carried out last month near Portsmouth, one with Mr. Cody's man-lifting kite in order to show the depth at which a ship could be effective.

The Zephyr and two other destroyers are engaged in operations with the kite and Mr. Cody himself has ascended. A kite was sent up from the deck of the man-lifting ship, with a captive wire attached. The occupant was in telephonic communication with the ship below. The kite, it is urged, would be invaluable for scouting purposes.

NAVAL LOSSES IN SEVEN YEARS.

The following interesting return of vessels of war which have been lost or suffered accident since January 1901 has just been issued by the Admiralty:

Number of ships which have been in accidents...	442
Number of ships which have been totally lost...	18
Number of ships which have been lost, including guns...	21,381 5/8
Number of ships which have been in accidents and repaired (1901 to 1908)...	273
Number of lives lost as a result of accidents on board...	408
Gratuities and annual amount of pensions to dependants of those who lost their lives...	23,592
Pensions...	23,290

The figures are brought up to May 27 of the present year.

CANTON.

[FROM OUR CORRESPONDENT.]

September 16th.

OFFICIAL CALL.

Mons. Merel, the Roman Catholic Bishop of Canton, returned from Europe last month. On Monday the Viceroy, accompanied by Tsoisai Wei Han and Wen Tsung Yao, called on the Bishop at the Catholic Cathedral in the City where they had a most amicable interview. At the invitation of Bishop Merel, His Excellency the Viceroy inspected the Sacred Heart College on the Cathedral premises. His Excellency and the officials were conducted by the Rev. Frere Poulquet, Superintendent of the College, through the institution. The Viceroy was very pleased with the good discipline of the students and praised the good order that prevailed and also the excellent methods adopted in educating the students, who are all Chinese.

After the tour of inspection refreshments were served and photographs of the whole party were taken. The Viceroy and the officials then left.

ALLEGED PIRATES RELEASED.

The other day the local authorities here received telegraphic information from Hongkong that a gang of pirates were proceeding to Canton by the s.s. "Paul Beau." Instructions were given to Colonel Lui Chan Hoi of the Shamen Guard to have them arrested on the arrival of the steamer. Colonel Lui dispatched Captain Chau with a body of soldiers to await the arrival of the s.s. "Paul Beau" on the morning of the 14th instant, and arrest the pirates.

It is said that previous to the arrival of the vessel Captain Chan had an interview with the French Consul who gave the former a letter addressed to the captain of the s.s. "Paul Beau."

When the s.s. "Paul Beau" arrived Captain Chau and his braves all went on board and arrested seven or eight alleged pirates who were passengers on the vessel.

In the meantime the Captain of the vessel opened the Consul's letter and on reading it discovered that the Consul's instructions were not to permit the Chinese officer and his soldiers to arrest the pirates on board of the steamer, but they could arrest them as soon as the men got into sampans to go ashore. The Captain of the steamer immediately informed the Chinese Officer of the contents of the Consul's letter and refused to permit him to take the prisoners away. At the same time he wrote a letter informing the Consul as to what had already occurred.

The Vice-Consul went on board the s.s. "Paul Beau" and asked the Chinese Officer and his braves to leave the vessel at once and ordered the prisoners to be released.

It is said that a few of the pirates returned to Hongkong by the same vessel and that many of them escaped ashore.

This is another instance of the ignorance of international law shown by the Chinese authorities.

MONEY FOR REFORMS IN TIBET.

Some time ago the Board of Revenue at Peking instructed the Viceroy and Governors of several Provinces to raise funds to meet the current expenses for carrying out certain reforms in Tibet.

The amount fixed by the Central Government to be contributed by the Kwangtung Province (over 200,000 taels) has not been sent yet. Minister Chew at Tibet has recently cabled requesting the Canton Authorities to forward their share as soon as possible as he is in urgent need of funds to carry out the year's programme of reforms.

The telegram also requests Taotai Wen the newly appointed Minister of Tibet, to proceed there and relieve him without further delay.

The Viceroy has instructed Taotai Wen to resign all the appointments which he is now holding and to devote his time to raise the necessary funds and make preparations to take up the new appointment at an early date.

CHINESE GIRL COMMITS SUICIDE.

At the Magistracy yesterday afternoon before Mr. J. H. Kemp, sitting as coroner, and Messrs. J. Clark, J. D. Omand and J. E. Gomez, jurors, an inquiry was held into the cause of death of a Chinese girl named Tang Man Kiu, who died from opium poisoning on the 8th inst.

Dr. J. C. Thompson stated that on examination of deceased, he found death to be due to opium poisoning. He did not think the girl's life could have been saved, had medical assistance been called earlier. The effect of opium was very uncertain. Symptoms at times came on severely within a quarter of an hour, while at times they were delayed for an hour or more.

Tsang Li, deceased's mistress, said that when she returned home she found the girl unable to understand what was said to her. Witness went to the police station and asked the sergeant to go back and find out what was the matter with the girl. She did not mention at the station that she had failed to get a doctor, but said she was afraid the girl would die. Witness could not say what reason deceased had for committing suicide.

To a juror—The police arrived about 4.30 p.m. and found the girl before the Court.

After hearing evidence, the jury found that deceased committed suicide by opium poisoning.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. Ambria left Shanghai on the 16th inst., and may be expected here on the 20th inst.

The T.K. str. Tanya Maru with Mails from Hongkong on the 18th ult., arrived at San Francisco on the 15th inst.

HONGKONG CRICKET LEAGUE.

The annual meeting of the Hongkong Cricket League was held at Messrs. Shawan, Tomes and Co's offices yesterday afternoon. Mr. R. Hancock presided and there were also present Messrs. A. E. Asger (secretary), W. D. Braidwood, J. Mead, F. A. Bidean, W. Withers, A. O. Brawn, R. B. Beattie, Tang Chee, Sergeant-Major Power and Sergeant Kay.

The SECRETARY read the notice calling the meeting, and the PRESIDENT proposed the adoption of the report and accounts.

Mr. Withers seconded, and the motion was agreed to.

The election of officers resulted in Mr. R. Hancock being re-elected president, Mr. W. D. Braidwood, vice-president, and Mr. A. E. Asger, secretary and treasurer.

The VICE PRESIDENT proposed that entries for the League close on the 26th inst.

Mr. MEAD seconded, and the motion was carried.

The PRESIDENT stated that the secretary had received a letter asking that a joint team of the members of the staffs of Messrs. Dodwell & Co. and Messrs. Shawan, Tomes & Co. be allowed to enter for the League. They had not a ground of their own, but would have no difficulty in getting the loan of one. According to rule 7, the President continued, no club had a right to enter the League unless it had a ground of its own.

Mr. BIDEAN—A club entered last year that had no ground of its own, but subsequently got one. Why shouldn't this club be allowed to enter?

The PRESIDENT—If they make arrangements to get a ground.

It was agreed that the secretary should write informing the applicant that there would be no objection provided they got the right to use a ground.

An application from the Hongkong Cricket Club asking to be allowed to enter two teams was then considered.

It was proposed by the VICE PRESIDENT and seconded by Mr. Withers that the application be granted under League conditions.

The motion was carried.

The granting of a similar application on behalf of the Kowloon Cricket Club was proposed by the PRESIDENT and seconded by Mr. BEATTIE.

Mr. BRAUN proposed an amendment that the Club be not allowed to enter two teams, for the reason that he did not think it good thing that each club should be allowed to enter two teams in the same competition.

The Hongkong Cricket Club was an exception as it was so much stronger.

Mr. MEAD—If one club is allowed to enter two teams, why not another?

Mr. BRAUN—The Hongkong Club is an exceptional case. If they put in one team it would be too strong.

Mr. BIDEAN—It is possible for any club to strengthen itself during the season.

Mr. BRAUN—Yes.

Mr. ASGER—The object of putting in two teams is to give all the members a chance to play.

Mr. BRAUN—My objection is not very strong, and the reason why I raised it was that I do not want the competition to be too close. Probably towards the end of the season the Kowloon Club would not be so keen and would scratch a number of games. If they can guarantee that two teams will carry out all their engagements I have no objection.

Mr. MEAD—We don't know whether we can put in two yet. We only want to get permission. I don't see why we should make a precedent of one Club. If one club has the right, so should another.

Mr. BRAUN—My idea is to make the competition as keen as possible.

Mr. MEAD—We will only run the strongest team to win.

Mr. BRAUN—And have an "A" team?

Mr. MEAD—Yes.

Mr. BRAUN—Wouldn't it be a bit of a farce to have an "A" team?

Mr. MEAD—I don't think so. We have five or six officers from a regiment, and if they want to play in the League they will displace old players.

There was no second to the amendment, and the motion on being put to the meeting was carried.

Mr. BRAUN stated that he had been asked to place before the meeting a letter from the Craigavon committee stating that "should any club or clubs playing in the League scratch one-third or more than one-third of the number of their matches, all those that have been previously played should be considered null and void."

Mr. BIDEAN proposed that the number be one-fourth instead of one-third.

Mr. CHEE seconded, and the motion was agreed to.

It was decided to call a special meeting on October 2nd to confirm this resolution. On the same day fixtures will be arranged for the season.

The meeting ended with votes of thanks to the President and Secretary.

CHINA'S PRETTY TRIBUTE TO AMERICA.

On the recommendation of Vice-Admiral Sha Chuan-ping, who in company with Dr. Mark of the branch of the China Merchants S. N. Co., is in charge of the preparations for the reception of the American Pacific Battleship Fleet at Amoy, the Chinese Government has decided to pay a pretty tribute to America.

About 8,000 gilded silver medals and 200 pure gold medals, engraved with the Chinese and American flags and the names of the warships in English on one side and on the other the year, month and date and the name of the holder, are to be made and presented to the officers and men of the Fleet.

The flags are to be entwined. The cost for each of the former is about \$1 and the latter \$30 and the medals will be ordered in Japan. The size is about that of a half dollar.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

AUCTION SALE

VERY VALUABLE LEASEHOLD PROPERTY.
Being the Remaining Portion of Section "B" of Inland Lot 115 (No. 5, SHELLEY STREET).
Situate at VICTORIA, HONGKONG.
To be sold by Order of the Mortgagee.
PUBLIC AUCTION
On TUESDAY,
the 6th October, 1908, at 2.30 o'clock
in the afternoon,
IN ONE LOT.
By
MR. GEORGE P. LAMBERT, Auctioneer,
at his Auction Rooms in Duddell Street.

The Property consists of—
ALL THAT Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as the REMAINING PORTION OF SECTION "B" OF INLAND LOT 115 and all Buildings thereon consisting of No. 5, SHELLEY STREET and the Appurtenances thereto belonging, held under the Crown Lease of Inland Lot 115, dated the 16th day of March 1846, for the term of 75 years from the 2nd March, 1846, subject to an apportioned Crown Rent and to the covenants and conditions contained in the said Lease.

For further particulars apply to
Messrs. DENNIS & BOWLEY,
Solicitors, Supreme Court House, Hongkong.
or to
MR. GEORGE P. LAMBERT,
Auctioneer,
Hongkong, 18th September, 1908. 1313

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impounding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 p.m. of the 18th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 17th September, 1908. 1295

NORDDUTSCHER LOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th September, will be subject to rent.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th September, at 9.30 a.m. All Claims must reach us before the 23rd September, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDUTSCHER LOYD,
MELCHERS & CO.,
General Agents,
Hongkong, 15th September, 1908. 5

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"H. TACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Godown for examination by the Consignees and the Cargo representatives at an appointed hour. All Claims must be presented within ten days of the steamship's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Hongkong, 17th September, 1908. 1312

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET.

GREAT DEMAND FOR LONG WAIST.

BRECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

14, Queen's Road, Central,
Hongkong, 27th August, 1908. 651

INTIMATIONS

E. R.

VICTORIA BRITISH SCHOOL.
SCHOOL REOPENS TO-DAY (FRIDAY)
September 18th at 9 a.m.
Applications for Admission should be made to the
HEADMASTER.
Hongkong, 17th September, 1908. 1306

HONGKONG CLUB.

NOTICE.

THE FOURTEENTH HALF-YEARLY DRAWING of Sixty-five Debentures (1896) of the HONGKONG CLUB, payable on WEDNESDAY, the 30th September, 1908, will be held at the HONGKONG CLUB House at 11 o'clock a.m. TO-MORROW (SATURDAY) 19th September, 1908.
Bidders of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Acting Secretary,
Hongkong, 3rd September, 1908. 1258

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, TO-MORROW (SATURDAY) the 19th Sept., at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st June, 1908. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.
DOUGLAS, LAPEAUX & CO.,
General Managers,
Hongkong, 2nd September, 1908. 1257

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 p.m. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of Electing Officers; and for the ensuing year, &c.
DAVID WOOD,
Acting Hon. Secretary,
Hongkong, 3rd September, 1908. 1259

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Club Pavilion on MONDAY, the 28th September at 5.15 p.m.

T. CHEE,
Hon. Secretary,
Kowloon, 16th September, 1908. 1300

TO LET.

N. 75, WYNDHAM STREET
Apply to—
A. B. AVASIA,
Care of P. Pabany,
Hongkong, 5th September, 1908. 1267

TO LET.

ONE ROOM Suitable for Office, Des Vaux Road, Central.
Apply to—
FREDERICK ELLIS,
Estate Agent,
8A, Des Vaux Road Central,
Hongkong, 18th September, 1908. 1289

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.
Apply to—
THE COMPRADEORE DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 31st July, 1908. 128

NOS. 3 and 5, ORMSBY TERRACE,
Kowloon, with Ground at rear for Recreation or Garden.
Apply to—
SPANISH PROCUSSION,
2, Seymour Road,
Hongkong, 4th September, 1908. 1264

TO LET.
THE NEUK NO. 84, The Peak, fully furnished, Garden and Tennis Court for immediate possession.
Apply to—
PERCY SMITH & SETH,
No. 4, Queen's Road Central,
Hongkong, 9th September, 1908. 1219

STORAGE.
FOR COAL, TIMBER, &c.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
11th September, 1908. 38

TO LET.
A PORTION of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOT Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 39 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1908. 184

TO LET.
OFFICES and ROOMS on the 1st and 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN TOMES & CO.)
Apply to—
THE COMPRADEORE DEPARTMENT,
E. D. SASSOON & CO.,
Queen's Road Central,
Hongkong, 10th June, 1908. 947

TO LET.
N. 75, CAINE ROAD.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central,
Hongkong, 3rd September, 1908. 130

TO LET.
A HOUSE in KNUTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st September, 1908. 131

TO LET.
A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in BIPON TERRACE.
No. 10, DES VOUX ROAD CENTRAL, 1st floor.
"HATHERLEIGH" Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.
FLATS in MORSTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
11th September, 1908. 38

TO LET.
OFFICES in HOTEL MANSTONS. Cheap rental for monthly tenancy.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 13th August, 1908. 753

SHAMEEN, CANTON.
ROOMS TO LET, Suitable for Offices or Dwelling.
Apply to—
POWELL GRANT,
Canton, 31st August, 1908. 1241

TO LET.
"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 24 Rooms.
2, BEACONSFIELD ARCADE, facing the Parade Ground.
C. M. S. BEAK BUNGALOW, Mount Kaila. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.
OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
N. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Calbeck MacGregor). OFFICES in Queen's Road Central. BEACONSFIELD TERRACE HOUSES, ROBINSON ROAD.
A GODOWN in Duddell Street.
N. 8, DUDDELL STREET Shop.
N. 2, DES VOUX VILLAS (PRAY).
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Building,
Hongkong, 12th September, 1908. 89

TO LET.
A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in BIPON TERRACE.
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Linstead & Davis,
3rd Floor, Alexandra Building,
Hongkong, 12th September, 1908. 89

TO LET.
A HOUSE in WONG NEI CHONG ROAD.
A HOUSE in BIPON TERRACE.
No. 10, DES VOUX ROAD CENTRAL, 1st floor.
"HATHERLEIGH" Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.
FLATS in MORSTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
11th September, 1908. 38

TO LET.
OFFICES in HOTEL MANSTONS. Cheap rental for monthly tenancy.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 13th August, 1908. 753

SHAMEEN, CANTON.
ROOMS TO LET, Suitable for Offices or Dwelling.
Apply to—
POWELL GRANT,
Canton, 31st August, 1908. 1241

TO LET.
"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 24 Rooms.
2, BEACONSFIELD ARCADE, facing the Parade Ground.
C. M. S. BEAK BUNGALOW, Mount Kaila. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and taxes.
OFFICES in Bank Buildings, Top Floor. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
N. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Calbeck MacGregor). OFFICES in Queen's Road Central. BEACONSFIELD TERRACE HOUSES, ROBINSON ROAD.
A GODOWN in Duddell Street.
N. 8, DUDDELL STREET Shop.
N. 2, DES VOUX VILLAS (PRAY).
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Building,
Hongkong, 12th September, 1908. 89

TO LET

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. BORNHANN.
Apply to—
DAVID SASSOON & Co. Ltd.,
Hongkong, 7th April, 1908. 98

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st September, 1908. 923

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited,
Hongkong, 23rd April, 1907. 191

TO LET.

COAL YARD, in "Indie" Possession. A PORTION of "COMPOUND" of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, formerly occupied by Messrs. CHIT CHONG & Co., Coal Merchants.
Apply to—
N. MODY & CO.,
54, 56, Queen's Road, Central,
Hongkong, 23rd July, 1908. 1215

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.
Apply to—
SCHULDT & CO.,
Hongkong, 28th July, 1908. 1013

TO LET.

4-ROOMED HOUSES in Kowloon at Moderate Rentals.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.,
Hongkong, 15th August, 1908. 1018

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From 1st September a.c. The Property is also FOR SALE.
For Particulars apply to—
C. SCHROETER,
Care of GARRETT, BOWEN & Co.,
King's Buildings, 3rd Floor,
Hongkong, 9th August, 1908. 1184

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very modern rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO,
Same address,
Hongkong, 23rd January, 1907. 270

TO LET.

KOWLOON MARINE LOT 48, Tsimshui, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.,
Hongkong, 18th January, 1908. 221

TO LET.

A HOUSE in Wong Nei Chong Road.
A HOUSE in BIPON TERRACE.
No. 10, DES VOUX ROAD CENTRAL, 1st floor.
"HATHERLEIGH" Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.
FLATS in MORSTON TERRACE.
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11th September, 1908. 38

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ROOMS TO LET, Suitable for Offices or Dwelling.
Apply to—
POWELL GRANT,
Canton, 31st August, 1908. 1241

TO LET.

NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.
THE H.A.L. Steamship

"SILESTIA".
Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding for discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Sept. at 9.30 A.M.

All Claims must reach us before the 27th Sept., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 11th September, 1908. 1291

S.S. "VILLE DE LA CROIX"
COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex "Ville de la Croix" and "Charante" from Bordeaux ex "Ville de Rouen" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 21st Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st Sept., or they will not be recognised.

All damaged packages will be examined on Monday, the 21st Sept., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent,
Hongkong, 14th September, 1908. 1292

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BATMAN".
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,
Agents,
Hongkong, 15th September, 1908. 1298

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN".
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 15th September, 1908. 1299

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ORIENTAL".
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex "Britannia"
From Persian Gulf ex B. L. S. N. & B. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours of the arrival of the steamer.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any circumstances.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 16th September, 1908. 1300

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LD.,
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship
"TRANQUEBAR".

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd Sept. at 9.30 A.M.

All Claims must reach us before the 27th Sept., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents,
Hongkong, 16th September, 1908. 1301

GUNS.

DIRECT from the Manufacturers at Lowest Prices: 12 bore Double Breech loaders from 20s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Cartridges, Guns, Sporting Rifles, etc., post free.

C. JAMES & RAYNOLDS,
George Street, Minorities, London, E.C., Eng.

FRANZ JOSEF
HUNGARY'S PROMINENT APERIENT WATER

THORNE'S
OLD VAT

PER CASE \$15

SCOTCH WHISKY.

SOLE AGENTS IN 701

HONGKONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

As Supplied to the House of Commons.

RIGAUD'S
KANANGA
OF JAPAN

TOILET WATER

Beware of imitations.

RIGAUD & Co.
PARIS-FRANCE

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

I have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 1302

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a sketch of the history of the Chinese Empire, is now published in the form of a book, and is available for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

DISCIPLINE IN THE MERCANTILE MARINE.

[BY EDWARD NOBLE IN THE "DAILY TELEGRAPH"]

There has been so much legislation to undermine the authority of the British shipmaster that one is scarcely astonished at any suggestion for limiting his control. In dealing with shipping and the laws for enforcing discipline on board British ships the Board of Trade seriously appears to side with Trades Unionism and the aims and objects of Labour leaders.

It is not the men who are in command, or even with the shipowner whose ships are affected. At first sight as I have said, this seems strange, and even after consideration it is difficult to account for it. The one nice, judging off hand, would probably put it down to the driving force of votes; the force of a small and noisy section operating on a bloc for those whom they lead. But the question here is scarcely one of votes, for both the sailor and his officer are, to all intents and purposes, the property of the shipowner.

The men's interests, as a matter of fact, are advocated rather definitely in the House of Commons, while the officers and commanders are only heard of in the House of Lords. The men's aims are voiced by Mr. J. Havelock Wilson, the officers by Lord Muskerry. One by a Labour leader, the other by a Peer. Each advocate strives by all means to raise the status of his own section independently of the other; and ignores the protest of his officer Mr. J. H. Wilson is operating with a party in the Commons, a party which stands together in these matters and is powerful enough to make its presence felt; Lord Muskerry is operating alone in the House of Lords. And therein lies the whole difference. It is only quite recently, as time goes, that the officer had any hearing at all. The officers of the Mercantile Marine are men trained in the individualistic school. They are accustomed to dominate, to judge quickly, and give orders. Any suggestion of a man one man left them cold. It smacked of Trades Unionism, a thing they disliked. They had their various organisations, but the clubs did not agitate and ask questions in the House, and the majority of officers did not even acknowledge their existence by becoming members. They fought their own battles—and generally lost.

That until the arrival of the Merchant Service Guild was the condition of affairs, and doubtless to a large extent it still is, the shipmaster has been deprived of authority is the outcome of what one can only be described as conservatism, almost of the laissez-faire brand, among those who ruled. The result one always finds in a system of party government. The Board of Trade moved along the path of least resistance. In those years of inactivity the labour movement made giant strides. Legislation was effected by it. Magisterial decisions became a byword. Everything tended to free the sailor from the rule of the quarter-deck, and at the same time to give him better food, more service in the mail ship, and the quality of the remainder deteriorated. He was no longer the sailor we knew. He became a person who served with and canvas sails of paintwork, or who chips iron-rod, tries to paint and trim coal. He became difficult to handle precisely as he deteriorated. But because of the acknowledged hardness of the man's life, and because of his obvious need of help in those cases which have come to hand which showed on the face of him that brutality existed, men on shore have decided that it is unwise to permit the quarter-deck to rule. That is what it has come to. A leniency, born no doubt of the finest motives, has crept into decisions, and the sentences which have been passed made small.

In the Navy conduct such as this last would mean penal servitude for the man—but the British shipmaster, if his ship is in dock, is not permitted even to put the man in irons. His next appeal to a magistrate. He must persuade that magistrate when he has found him, that it is necessary to issue a warrant. Without a warrant the police will not act. Perhaps the magistrate may refuse a warrant. Then an application at a police-court must be made for a summons. Meanwhile the man is at liberty to do as he likes. He may defy the officers on board. He may provoke them until someone loses his temper and strikes—then "Jack" is quite alive to his chances. He, by some unknown means, is able to get his summons or his warrant, and the officer is haled in his place.

The result of the extreme laxity with which the law is administered on sailors has produced a devil-may-care attitude on the part of the officer who orders him. It does not pay to be running about all day seeking some authority who will adjudicate in a commonplace dispute on board ship. That, too, is one of the reasons why the British Merchant Service is manned by foreigners. You may walk around this subject as you will, but the fact remains that tramps not only are not manned by Britishers, but they are not manned by sailors. They are manned by French and Irish and other foreign sailors. Even the dock hands, the new term sailors take their turn at trimmings, because too few trimmers are engaged in the cheaply run service that England desires. You may take it, too, that the dock hand and black squad alike, when they are British, are persons trained by the Seafarers' and Firemen's Union; persons very difficult to handle even with the backing of authority, but, without it, impossible. When a ship is well manned there is rarely any difficulty with the crew; it is in the undermanned and, in consequence, heavy-working ship that we find cases of insubordination and rule and not the exception.

It would serve no good end to attempt to minimise this part of the case. As things stand now there is no discipline worth the name on board British ships. The master is not an authority; he is an automaton round which the various interests swing and sometimes clash. He is unable to control events if events make for rowdiness. But in Germany or France what is his position? The recent Parliamentary return enables one to contrast the thing more fully than would have been possible if memory and observation stood alone. Here is the German method.

"The disciplinary authority lies in the hand of the captain. To this authority the officers, the ship's crew, and the female servants are subject. The law orders that the sobriety of the seaman, his suitable and peaceful behaviour towards everyone, his strict obedience to the commands of his superiors, shall be enforced as duties. The captain is empowered to make use of all disciplinary means which are necessary for the security and regularity of the ship's service. In case of insubordination or of disobedience the captain is empowered to make use of all the means at his disposal, even bodily force. He may, if necessary, keep the delinquent in fetters during the voyage." And the abuse of these powers is visited on the captain by a heavy fine or imprisonment. In French ships the code is very similar. The main difference lies in the provision that the captain is not to be held liable for simple insubordination. If it is continuous that is another matter. The master's power is considerable, and the marine courts which stand in

the background are very different tribunals to the police-courts through which we drag our cases. America, we know, has her own special methods of dealing with sailors, and may be left to the category; but England, with its enormous maritime interest, provides the shipmaster with no backing, no calm, dignified system of adjudicating on matters in dispute. He is dependent on the goodwill of a magistrate while in port, and at sea must wait to be knocked down before he can attack. In liner, or tramp, or collier, or coaster it is the same; what power the master has is straggled by the knowledge of the ridiculous sentences which are passed. Why are "Dutchmen" so largely in evidence in the Merchant Service? That is one of the reasons and a very cogent one.

With all regard for those writers who have upheld British "Jack" through thick and thin, the modern Trades Unionist who asks to man our tramps is not a sailor. He is not, the peer of those men who manned our clippers in the old days. He is a person whom the majority of British shipmasters avoid and against whom the "Dutchman" is chosen in preference. While the disciplinary methods in the hands of the British shipmaster remain what they are, while the condition of service in our tramps continues as it is, I have no word against the practice. This is a national question as well as a shipping question. At the back of it lies all our curious inaptitude as a power. The "Dutchman" is a man who comes from a country where discipline is a lesson that is taught, where the Motherland is held in reverence and orders are recognised as necessary; the Britisher comes from a country where "vagaries" and "irregularities" are spoken of as "characteristic of the people," and discipline is an anathema on the ground, one supposes, that all men are equal.

THE DENMARK GREENLAND EXPEDITION.

THE DEATH OF THE LEADERS.

The following telegram has been received at Copenhagen, from Lieutenant Trolle, master of the Denmark, the vessel of the Denmark Greenland expedition:—

The Denmark Expedition arrived at Bergen to-day, having carried out its objects, although this result was dearly paid for. Mr. Mylius Eriksen, Lieut. and Mr. Brondstad, perished in November, 1907, in an attempt to return from the north coast of Greenland over the inland ice, having been obliged to remain on the north coast through the summer, owing to the state of the weather. The body of Mr. Brondstad was found in a crevice near one of our depots, by the body were found sketches showing the results of the work accomplished, and also the dead man's diary, in which was written the following:—

"I perished in latitude 79 degrees north under the hardships of the return journey over the inland ice in November. I reached this place under a waning moon, and cannot go on, because of my frozen foot and the darkness. The bodies of the others are in the middle of the fjord; Hagen died on November 15, Mylius Eriksen some ten days later—Jorgen Brondstad."

Mr. Brondstad's body was buried on the spot where it was found. It was impossible to recover the bodies of the others, owing to a heavy fall of snow. We erected a monument at Orer Haven, Port of Denmark, to the memory of our three dead comrades who perished in doing their duty on the field of honour. Everything possible was done to succour them from the ship, but it was beyond human power to prevent the catastrophe.

The course of the expedition was as follows:—On August 13, 1906, we reached the north coast of Greenland, and after a difficult passage through the ice the ship reached 74 degrees latitude. A depot was landed at 74 degrees, and a harbor for the ship which was called Port of Denmark, was found at 78 degrees. It was resolved to remain there during the autumn of 1906, and sledge journeys were made in a northerly direction to establish depots for scientific research. A great sledge expedition was organized in the spring of 1907, and the command of Mylius Eriksen, to explore the unknown part of the north-east coast of Greenland. The expedition consisted of ten sledges in four batches. Three of these returned before the beginning of summer, and in September, 1907, an expedition was sent out to find the fourth party, which had not returned. At 50 degrees the expedition found open sea close to the coast.

In the course of the autumn numerous sledge expeditions started, and in March, 1908, a fresh rescue party set out, which brought back details of the fate of the missing sledge party. During the spring several other sledge parties were made on the inland ice of Greenland, as far as Adenahle. The coast of Greenland was explored as far as Cape Bridgman, 83 degrees, and into Peary Channel to Cape Glorier. The coast line took a much more easterly direction than was expected, and connexion was made with Peary's landmark on Peary Land. At Cape Glorier the Danish flag was hoisted, and the country taken possession of for Denmark, and called King Frederic VIII Land. No living people were encountered.

Scientific expeditions were continuously made into the district surrounding Port of Denmark, and also from the ship. On the road large collections were made, and a mass of scientific material was collected; numerous sketches, paintings, and photographs of the country were also made. The departure from Port of Denmark took place on July 25th. Owing to the favourable condition of the ice a cruise was made to 78 degrees N. The members of the expedition are all well, and the ship and collections are in good condition.

The committee of the Denmark expedition are despatching a tugboat to Bergen to-night to tow the Denmark back to Copenhagen.

SIXTY MILES AN HOUR.

GREAT CYCLING RECORD.

The feat of covering sixty miles in the hour on a bicycle paced by a motor-cycle has at last been accomplished.

At Munich, on August 17, Albert E. Willis, the old Putney amateur and ex-holder of the twenty-five miles British amateur championship, secured the honor for which Continental records have stood for three years.

At the same track, on July 28, 1906, Paul Guignard got near the coveted honour by riding 59 miles 88 yards in the time, and that record remained undisturbed, despite repeated attacks, until the occasion under notice, when Willis, paced by a motor-cycle, covered the distance in 60 minutes 25 seconds, covering the first ten kilometres in 6 min. 25 sec. Willis was then already 11 1/2 miles in front of record, and he continued to beat records to the finish, his distance for the hour being 61 miles 370 yards, and his time for 100 kilometres 1 hr. 0 min. 45 sec., against Guignard's previous best of 1 hr. 5 min. 6 2/3 sec. From ten to fifty kilometres, inclusive, the previous records, made at Munich last year, were held by Gombault, Daily Mail.

AN 18,000 FEET MOUNTAIN.

The Snowy Mountains of Dutch New Guinea gain importance by recent discoveries.

Last year, an exploring expedition under Dr. Lorentz, came near enough from the sea coast to fix the height of the loftiest peak visible at 4,000 metres (13,000 ft.). Afterwards, a Government surveying expedition, under the command of further inland, and sighted a mountain top which rose to the height of 5,500 metres (18,000 ft.). This has been named Carsten's Peak, after a Dutch shipmaster of that name, who, on February 10, 1903, noted this peak, but he had not reached the New Guinea coast mountain of immense height covered with snow at many places.

An exploring expedition is now starting out in Holland which hopes to reach these Snowy Mountains next year.

BORDEN'S
"GOLD SEAL"
CONDENSED MILK

MADE by the ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY SANITARY MILK in which GAIL BORDEN was the Pioneer. A fact worthy of your consideration.

Stands Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED.

TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

GONNELL BROS. COMPANY,
Sole Importers.

Hongkong, 21st August, 1908. 1683

THE DENMARK GREENLAND EXPEDITION.

THE DEATH OF THE LEADERS.

The following telegram has been received at Copenhagen, from Lieutenant Trolle, master of the Denmark, the vessel of the Denmark Greenland expedition:—

The Denmark Expedition arrived at Bergen to-day, having carried out its objects, although this result was dearly paid for. Mr. Mylius Eriksen, Lieut. and Mr. Brondstad, perished in November, 1907, in an attempt to return from the north coast of Greenland over the inland ice, having been obliged to remain on the north coast through the summer, owing to the state of the weather. The body of Mr. Brondstad was found in a crevice near one of our depots, by the body were found sketches showing the results of the work accomplished, and also the dead man's diary, in which was written the following:—

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SHIPPING IN PORT.

STEAMERS.

ABANA, British str., 2,678, A. Bowden, 26th Aug.—New York 28th June, Petroleum—Standard Oil Co.

ALHAMBRA, British str., 2,106, A. D. Mobley, 30th August—Barry Dock 14th July, Coal—Navy Department.

AMIGO, German str., 823, Frandsen, 14th Sept. Hoibow 13th Sept., General—Jensen & Co.

ANNUH, British str., 1,350, Plunkett Cole, 15th September—Moji 10th September, Coal—Shewan, Tomes & Co.

AVONHILL, British str., 2,507, G. Moir, 12th September—Newcastle 22nd August, Coal—Dodwell & Co.

CHIPPING, British str., 1,199, F. Mooney, 12th Sept.—Christen via Chetco and Weibawet 4th Sept., General—Jardine, Matheson & Co.

CHUYEN, Chinese str., 1,171, C. Stewart, 13th Sept.—Shanghai 9th Sept., General—China.

CROSHUN MARU, Japanese str., 1,010, Suruga, 16th September—Shanghai & Swatow 16th Sept., General—Osaka Shosen Kaisha.

DERWENT, British str., 1,562, J. Jenkins, 10th September—Saigon 12th Sept., General—China.

FIRZPATRICK, British str., Williams, 10th Sept.—Fanning 3rd Aug., General—China.

HAITAN, British str., 1,183, J. S. Roach, 16th September—Foscoch 3rd Sept., Amoy 14th and Swatow 15th, General—Douglas, Lapraik & Co.

SHIPPING.

ARRIVALS.
ALDENHAM, British str., 2,305, St. John George, 17th Sept.—Yokohama, Kobe and Moji 13th Sept., General—Gibb, Living, and Co.
CROWTAL, German str., 1,115, W. Mullermann, 16th Sept.—Bangkok 8th September, Rice and Wood—Melchers & Co.
EMPEROR OF CHINA, British str., 3,046, R. Archibald, 17th Sept.—Yokohama, Kobe and Moji 13th Sept., General—Gibb, Living, and Co.
H.C. 26th Aug. and Shanghai 14th Sept., Mails and General—C. P. R. Co.
FOOCHOW, British str., 1,228, French, 17th Sept.—Shanghai 13th Sept., General—Butterfield & Swire.
GREGORY APCAR, British str., 2,361, S. H. Nelson, 17th Sept.—Calcutta & Singapore 12th Sept., General—David Sassoon & Co.
HITACHI MARU, Japanese str., 6,715, F. E. Copp, 17th Sept.—London and Singapore 11th Sept., General—Nippon Yusen Kaisha.
PRINZ WALDEMAR, German str., 1,737, W. v. Senden, 17th Sept.—Sydney 26th August, and Manila 15th Sept., General—Melchers & Co.

CLEARANCES
At the Harbour Master's Office.
17th September.
Amigo, German str., for Hongkong.
Auchenblae, British str., for Swatow.
Fouchow, British str., for Canton.
Tosagawa, German str., for Shanghai.
Yokohama, Japanese str., for Singapore.

DEPARTURES.
16th September.
BENDORAN, British str., for Nagasaki.
WILMINGTON, Am. str., for Canton.
17th September.
AUSTRIA, Austrian str., for Shanghai.
BOUNBON, French str., for Saigon.
CATHAY, Danish str., for Singapore.
KAGA MARU, Jap. str., for Keelung & Seattle.
KWANGTAI, Chinese str., for Canton.
LANHUA, British str., for Saigon.
MATSUO, Japanese str., for Moji.
MATSUO, Chinese str., for Shanghai.
PATAH, British str., for Samang.
QUART, German str., for Samang.

SHIPPING REPORTS.
The British str. Aldenham reports: Fine weather throughout and S.W. breeze.
The British str. Fouchow reports: Moderate to light breeze, fine and clear.
The British str. Gregory Apcar reports: Fine clear and smooth to Paderon, thence to port fresh S.W. breeze and fine clear weather.

VESSLS IN DOCK.
September 17th.
ALDENHAM DOCK—Hull, Heland.
ROWLTON DOCK—Sirocco, H.M.S.
Whiting, U.S.S. Albatross, Montague, Kiang To, Hupsh, St. Enoch, Heland, Tien Maru, Kiang To, etc.
COSMOPOLITAN DOCK—Fouchow, Ch'p-shing.

VESSLS ON THE BERTH
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship.

"HATTAN"
Captain Forth will be despatched for the above Ports TO DAY, the 18th inst., at 2 p.m.
A reduction of 20 per cent. on First Class Fares to Fouchow, will be made during the Month of September.
For Freight or Passage apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 16th September, 1908. 1297

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.

THE Steamship
"ALDENHAM."
Captain St. John George, will be despatched as above TO-MORROW, 19th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 14th September, 1908. 1262

HONGKONG-NEW YORK AND BOSTON.
AMERICAN ASIATIC STEAMSHIP CO.
FOR NEW YORK AND BOSTON VIA PORTS AND SUZ CANAL
(with liberty to call at the Malabar Coast).
SS. "INDEAMAYO" On 21st Sept. 5 p.m.
For Freight and Further Information, Apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 5th September, 1908. 1271

THE Steamship
"GREGORY APCAR."
Captain S. H. Nelson, will be despatched for the above Ports on TUESDAY, the 22nd inst., at Noon.
This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 15th September, 1908. 1295

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakely Pier. 3. From Blakely Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIO	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	ALDENHAM	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	Kolts	HAMBURG-AMERICA LINE	About 23rd inst.
ALDENHAM	ALDENHAM	Brit. str.	—	Deinat	HAMBURG-AMERICA LINE	On 20th inst.
ALDENHAM	ALDENHAM	Brit. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 4th October.
ALDENHAM	ALDENHAM	Brit. str.	—	v. Hoff	HAMBURG-AMERICA LINE	On 18th October.
ALDENHAM	ALDENHAM	Brit. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 31st October.
ALDENHAM	ALDENHAM	Brit. str.	—	Girard	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	C. H. Butler	MELCHERS & Co.	On 30th inst., at 1 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 14th Oct. at D'light
ALDENHAM	ALDENHAM	Brit. str.	—	E. Malchow	MELCHERS & Co.	On 23rd inst., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	B. Bednarz	SHEWAN, TOMES & Co.	About 25th inst.
ALDENHAM	ALDENHAM	Brit. str.	—	Karberg	HAMBURG-AMERICA LINE	On 21st inst., at 5 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	W. Ross	DODWELL & Co., Ltd.	On 10th October.
ALDENHAM	ALDENHAM	Brit. str.	—	Jas. Boyd	STANDARD OIL CO.	About 30th inst.
ALDENHAM	ALDENHAM	Brit. str.	—	J. Nagao	CANADIAN PACIFIC R. CO.	On 26th inst., at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	St. John George	DODWELL & Co., Ltd.	On 3rd Oct., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	T. Harrison	GIBB, LIVINGSTON & Co.	On 26th inst., at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	W. von Senden	NIPPON YUSEN KAISHA	To-morrow, at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	I. Dawson	MELCHERS & Co.	On 2nd Oct., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	N. Mathieson	BUTTERFIELD & SWIRE	On 8th Oct., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	W. von Senden	NIPPON YUSEN KAISHA	On 10th Oct., at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	F. E. Copp	MELCHERS & Co.	On 30th Oct., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	To-day, at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	Pander	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	F. Mooney	JAVA-CHINA-JAPAN LINE	Quick despatch.
ALDENHAM	ALDENHAM	Brit. str.	—	G. Hecker	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	T. Suringa	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	A. E. Sandbach	OSAKA SHOSHEN KAISHA	To-day, at 9 a.m.
ALDENHAM	ALDENHAM	Brit. str.	—	Kapriel	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at D'light
ALDENHAM	ALDENHAM	Brit. str.	—	Kr. Sato	HAMBURG-AMERICA LINE	On 21st inst.
ALDENHAM	ALDENHAM	Brit. str.	—	S. H. Nelson	NIPPON YUSEN KAISHA	On 22nd inst.
ALDENHAM	ALDENHAM	Brit. str.	—	F. Prosch	DAVID SASSOON & Co., Ltd.	On 22nd inst., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	E. W. Bruce	MELCHERS & Co.	About 23rd inst.
ALDENHAM	ALDENHAM	Brit. str.	—	Martin	P. & O. S. N. Co.	On 28th inst., p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	Hildebrandt	MESSAGERIES MARITIMES	On 2nd October.
ALDENHAM	ALDENHAM	Brit. str.	—	Bradley	HAMBURG-AMERICA LINE	On 2nd Oct., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	Jurraese	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ALDENHAM	ALDENHAM	Brit. str.	—	Y. K. Kaurak	JAVA-CHINA-JAPAN LINE	On 20th inst., at 10 a.m.
ALDENHAM	ALDENHAM	Brit. str.	—	Finn	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	Roach	DOUGLAS LAURIE & Co.	To-day, at 2 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	On 2nd inst., at 10 a.m.
ALDENHAM	ALDENHAM	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & Co.	To-morrow, at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	W. Outerbridge	BUTTERFIELD & SWIRE	On 22nd inst., at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	R. Rodger	SHEWAN TOMES & Co.	On 28th inst., at Noon.
ALDENHAM	ALDENHAM	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	F. Sembl	MELCHERS & Co.	Middle of October.
ALDENHAM	ALDENHAM	Brit. str.	—	J. G. Olfert	DAVID SASSOON & Co., Ltd.	On 22nd inst., at 4 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 9th Oct., at 1 p.m.
ALDENHAM	ALDENHAM	Brit. str.	—	de Brouwer	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE...	"PRINZ WALDEMAR" Capt. W. V. SENDEN	Friday, 18th Sept., at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN...	"PRINZ EITELFRIEDRICH" Capt. E. MALCHOW	Wed. day, 23rd Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA...	"ZIETEN" Capt. T. PROSCH	About Wed. day 23rd September.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE...	"PRINZ WALDEMAR" Capt. W. V. SENDEN	Thursday, 8th Oct., at Noon.
KUDAT & SANDAKAN...	"BORNEO" Capt. F. SEMBIL	Middle of October.

For further Particulars, apply to
**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,**
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 18th September, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
**KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND
YOKOHAMA.**

Steamers	Tons	Captain	Sailing Date
INDEPENDENT	4,789	Jas. Boyd	On 22nd September
ORANGE	4,415	B. C. Edmonds	On 8th October
SUVERBIC	6,235	W. Shotton	On 10th November
NUMERIC	6,232	F. S. Cowley	On 1st December
YEDDO	4,568	G. B. McGill	On 22nd December

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings.
Hongkong, 17th September, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA...	"CALEDONIE" Capt. Martin	On 28th Sept., p.m.
MARSEILLES VIA PORTS...	"ERNEST SIMON" Capt. Girard	On 29th Sept., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA...	"POLYNESIE" Capt. Broc	On 12th Oct., p.m.
MARSEILLES VIA PORTS...	"VILLE DE LA CIOTAT" Capt. Barillon	On 13th Oct., 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
Queen's Building.
Hongkong, 15th September, 1908. 2

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific in the "EMERALD LINE" Saving 5 to 10 days' Ocean Travel,
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	Leave HONGKONG	Arrive VANCOUVER
R.M.S. "EMERALD OF CHINA" 6,000	SATURDAY, 20th Sept.	17th Oct.
"EMERALD OF CHINA" 6,000	SATURDAY, 3rd Oct.	27th Oct.
"EMERALD OF INDIA" 6,000	SATURDAY, 17th Oct.	7th Nov.
"EMERALD OF JAPAN" 6,000	SATURDAY, 7th Nov.	28th Nov.
"EMERALD OF CHINA" 6,000	SATURDAY, 28th Nov.	19th Dec.
"EMERALD OF CHINA" 6,000	SATURDAY, 12th Dec.	5th Jan. 09

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
S.S. "EMERALD" Steamers will depart from HONGKONG at 4 p.m.
S.S. "EMERALD" Steamers will depart from HONGKONG at 4 p.m.
S.S. "EMERALD" Steamers will depart from HONGKONG at 4 p.m.

THE SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW-PALATIAL "EMERALD" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class, £40.00. Intermediate Class, £24.00. 2nd Class, £12.00.
and 1st Class Railways, etc.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
N.B. "EMERALD" carries international Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Colombo, Marseilles and London on SATURDAY, the 15th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valerians, all cargo for France and the for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed direct by the R.M.S. "MALTA" due in London on the 25th October, 1908.

Parcels will be received at this Office, until 1 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. J. ABBOTT,
Acting Superintendent.
Hongkong, 9th September, 1908. 1

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"JAPAN."
Captain J. G. Olfert, will be despatched for the above Ports on TUESDAY, the 22nd inst., at 4 p.m.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 17th September, 1908. 1308



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEEN,
SUZ and PORT SAID.

Taking Cargo at through rates to the Brazils
to Rio de Janeiro, Santos, Bahia, and
Venezia and Adriatic Ports.

THE Company's Steamship

"VORWAERTS."
Capt. Bednarz, will be despatched as above on or about the 25th September.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 29th August, 1908. 3

For SAN FRANCISCO.

THE Steamship

"DAKOTAH."
Capt. W. Ross, will be despatched as above on or about 30th September, 1908.

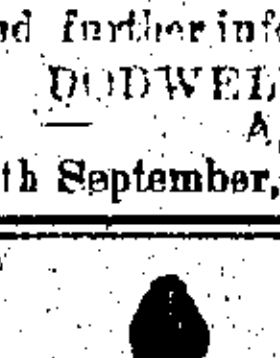
For Freight and Passage, apply to—
STANDARD OIL CO. OF NEW YORK,
Oriental Freight Department,
(Hotel Mansion).
Hongkong, 4th September, 1908. 1263

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR
(COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "SHEMORA" On 10th October.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 9th September, 1908. 1276



THE WORKS are well equipped with

LATEST PLANTS and APPLI-
ANCES for underwriting BUILDING or
REPAIRING SHIPS, ENGINES and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIALS
always kept on hand.

THE COMPANY has the powerful steam-
er "OURA-MARU" (712 tons, 700 I.H.P.)
equipped with necessary gear, always ready
for short notice.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	MALTA	Neon, 19th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, SUMATRA, and YOKOHAMA	Capt. E. W. Bruce	About 28th Sept.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 16th September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"YINGCHOW"	On 18th Sept., 4 P.M.
CEBU and ILOILO	"KALFONG"	On 18th Sept., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 20th Sept., 10 A.M.
MANILA	"TEAN"	On 22nd Sept., 4 P.M.
CHIEFOO and TIENTSIN	"KUEICHOW"	On 24th Sept., 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 10th Oct., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon, Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

Hongkong, 18th September, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	FRIDAY, 18th Sept., at 9 A.M.
AMOI & FOCHOW	Capt. T. SURUGA	at 9 A.M.
TAMSIU VIA SWATOW	"JOSHIN MARU"	SUNDAY, 20th Sept., at 10 A.M.
AMOI & FOCHOW	Capt. Y. KABURAKI	at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Fochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 15th September, 1908.

T. ARIMA, Manager.

13

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, TIENTSIN, S.S. LIBERIA ... 21st Sept.	For HAVRE & HAMBURG: S.S. AMERICA ... 10th Sept.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBA ... 2nd Oct.	For ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPERZA ... About 28th Sept.
S.S. SENEGAMBIA ... 18th Oct.	For HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
S.S. SITHONIA ... 23rd Oct.	S.S. SILEZIA ... 18th Oct.
S.S. EGANDIA ... 18th Nov.	S.S. SAMBA ... 31st Oct.
S.S. BEISGAVA ... 18th Nov.	
S.S. DORTMUND ... 28th Nov.	

For NEW YORK ... S.S. VANDALIA On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 18th Sept., 4 P.M.
TIENTSIN VIA SWATOW	"CHIPSHING"	Saturday, 19th Sept., Noon.
TSINGTAU, WEIHAIWEI & CHIEFOO	"HANGSANG"	Sunday, 20th Sept., D'light
SHANGHAI VIA SWATOW	"LOONGSANG"	Friday, 25th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUSANG"	Friday, 2nd Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 9th Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUSANG" and "KUSANG" leave about every 3 weeks for Shanghai and Yokohama, stopping at Kobe (Mitsui S.S.) and Suva Bay, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and return at Kobe.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choo, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinkiang, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days.
NAPLES to Hongkong in 29 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland

Passengers to Overland and Europe } via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS

HOMeward via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= OUESSANT ... 19th Sept. = CEYLON ... 26th Nov.
+ AMICAL OLY ... 12th Oct. = CORSE ... 11th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

+ Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 16th September, 1908.

782

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. G. H. Butler, Tons 6131	WED'DAY, 30th Sept., at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	INABA MARU Capt. Wm. Bairbridge, Tons 6139	WED'DAY, 14th Oct., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOSA MARU Capt. J. Nagao, Tons 5823	SATURDAY, 26th Sept., at 4 P.M.
KOBE and YOKOHAMA	NIKKO MARU Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct., at Noon
SHANGHAI and KOBE	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 30th Oct., at Noon
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. F. E. Cope, Tons 6781	FRIDAY, 18th September, at Noon
	YETOROFU MARU Capt. K. Sato, Tons 4165	TUESDAY, 22nd September, at Noon
	KUMANO MARU Capt. N. Mathieson, Tons 5076	WED'DAY, 30th Sept., at Noon

* Omitting Keelung and Shimidzu.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Cargo only.
§ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
* For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong 17th September, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 19th Sept., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 26th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

14

Hongkong, 13th September, 1908.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, HANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

MELOERS & CO.,
AGENTS.

6

Hongkong, 7th September, 1908.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and RAILWAYS.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VUEX ROAD, HONGKONG.

Japan Office:—
14, WATER STREET, YOKOHAMA.

920

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIMAH	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 7th September, 1908.

18

SOUTH MANCHURIA RAILWAY CO.

SHORTEST & QUICKEST ROUTE TO EUROPE

IN 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwanengtan (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after middle of September, 1908.)

BRANCH RAILWAY LINES—For Ryjoon (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchang), 1 hour from Toshihohia Junction.

PUSHKIN LINE—For the famous Pushkin Collieries from Sochiatun Junction.

ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Government Railway.

RAILWAY-HOTELS—"YAMATO" HOTELS (Tel. Add: "YAMATO").

AT DAIREN (Dalny), PORT ARTHUR and KWANCHENGZU, and also very shortly at MUKDEN all managed by the Company and provided with every convenience, luxury, and comfort.

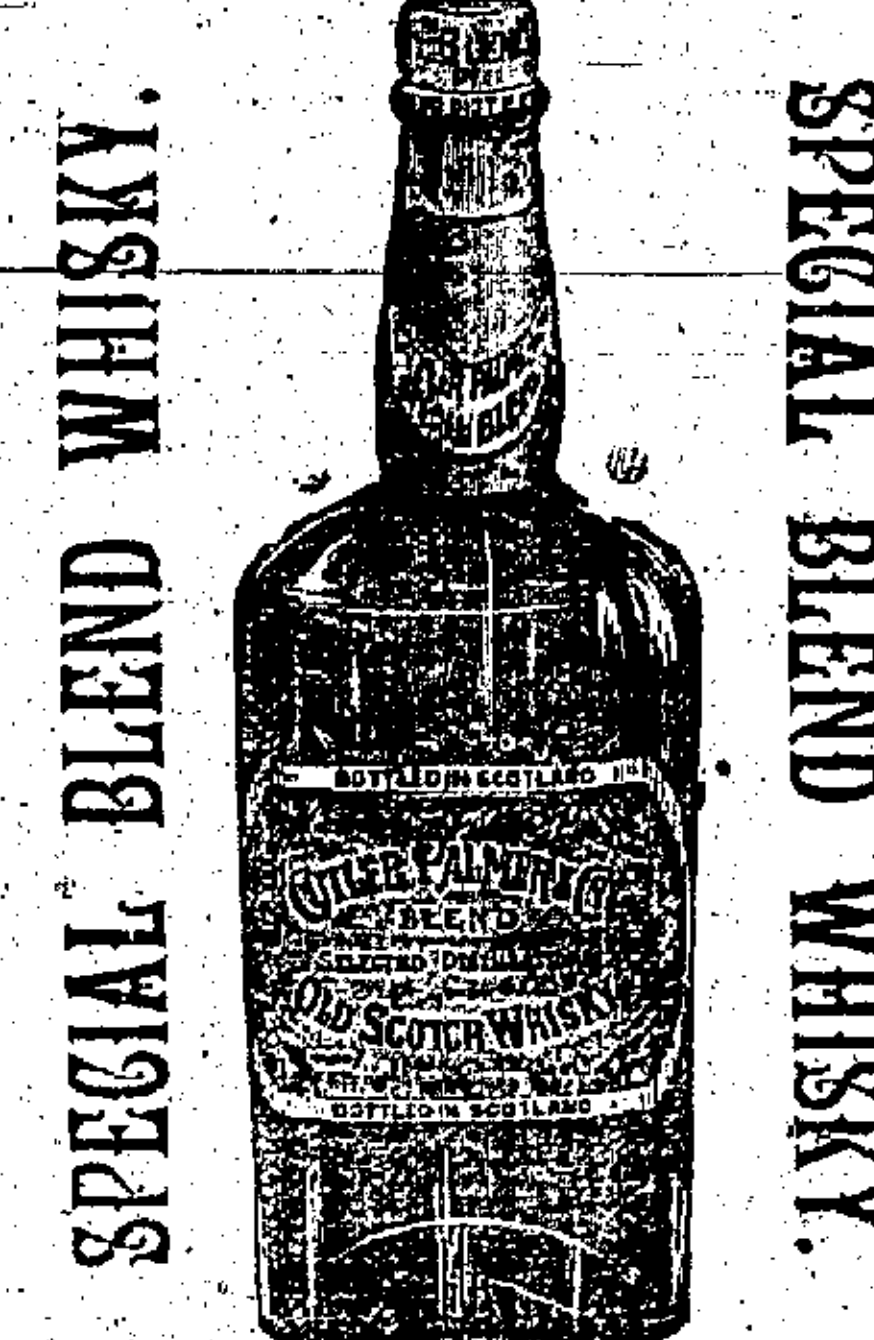
SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add: "MANCHU". Codes: A.B.C. 5th Ed., A.I. and Lieber's.

1303

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIFMSEN & CO.,

HONGKONG.

SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS
in all colours on Sale.

All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908.

401

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (From 1900),

and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or

Local Booksellers.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

For Demand Drafts on London on the day of

or preceding the departure of the English

Mails; also Table of the Yearly

Approximate Averages for 34 Years.

FROM 1874 TO 1907.

Price: \$2 Cash. On sale at the "DAILY

PRESS" Office, or Local Booksellers.

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press

Office

Hongkong, 17th January, 1903.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

From 1st January, 1884 to 31st DECEMBER,
1912, BEING FROM THE 1ST YEAR OF THE
78th CYCLE TO THE 60th YEAR OF THE
78th CYCLE THAT IS THE 3RD YEAR OF
"TUNG CHI TO THE 39th YEAR OF

K'WONG SHU.

PRICE \$2 CASH

On Sale at the "HONGKONG DAILY PRESS"

Office, or Agents in all the Ports of the

Far East.

The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money Order.

POST OFFICE NOTICE

Approximate times of closing mails at Shanghai via Dalay and Siberia
 25th September... at 9 a.m.
 2nd October... at 1 p.m.
 9th October... at 8 a.m.

The China, with the American mail left Manila for Hongkong on Wednesday evening, and will be due to arrive to-day, about noon.

FOR	PER	DATE
Swatow, Amoy, Foochow and Shanghai	Chowhai Maru	Friday, 18th, 8.00 A.M.
Norfolk N.S.W.	Claverburn	Friday, 18th, 9.00 A.M.
Manila	Victoria	Friday, 18th, 10.00 A.M.
Yokohama and Kobe	Frederick Waldemar	Friday, 18th, 11.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 18th, 1.00 P.M.
Manila	Sui Tai	Friday, 18th, 1.15 P.M.
Amoy, Ningpo and Shanghai	Yingchow	Friday, 18th, 3.00 P.M.
Cebu and Manila	Chowhai Maru	Friday, 18th, 3.00 P.M.
Swatow, Tsingtau, Weihaiwei, Chefoo & Tientsin	Yusano	Friday, 18th, 3.00 P.M.
Manila	Yusano	Friday, 18th, 4.00 P.M.
Kobe and Yokohama	Haitan	Friday, 18th, 5.00 P.M.
Holhow and Pakhoi	Haitan	Friday, 18th, 5.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 Supplementary mail on board up to the time fixed for departure of the mail.
 Extra Postage 10 cents.

Manila.
 Timor, Port Darwin, Thursday Id, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle.

EUROPE & INDIA via TUDORCORN.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 (Supplementary mail on board up to the time fixed for departure of the mail.)
 Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
 The Parcel mail will be closed to-day, at 5 p.m.

Shanghai	Pingyong
Manila	Sui Tai
Swatow	Jason
Amoy and Shanghai	Haitan
Swatow, Amoy and Tientsin	Yusano
Holhow and Pakhoi	Sin
Manila	Yusano
Manila	Yusano

EUROPE & INDIA via TUDORCORN.
 (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents.)
 (Supplementary mail on board up to the time fixed for departure of the mail.)
 Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Haigun and Batavia.
 Cebu and Tientsin.
 Manila.
 Cebu, Yokohama, Honolulu, San Francisco and Portland.
 Shanghai, Kobe, Yokohama, Yokohama, Victoria and Seattle.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 (Supplementary mail on board up to the time fixed for departure of the mail.)
 Extra Postage 10 cents.

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 Extra Postage 10 cents.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.
 (Supplementary mail on board up to the time fixed for departure of the mail.)
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 (Supplementary mail on board up to the time fixed for departure of the mail.)
 Extra Postage 10 cents.

TO-DAY.
 Reopen of Victoria British School, 9 a.m.
 TO-MORROW.
 Half-yearly Drawing of Sixty-five Debentures of Hongkong Club, at Club's House, 11 a.m.
 Ordinary General Meeting, Douglas Steamship Co., Ltd., at C.C. Office, noon.

COMMERCIAL

CLOSING QUOTATIONS.

September 17th.

ON LONDON.

Telegraphic Transfer 1.00

Bank Bills, at 30 days sight 1.00

Bank Bills, at 4 months sight 1.00

Credits, at 4 months sight 1.00

Documentary Bills 4 months sight 1.00

ON PARIS.

Bank Bills, at 30 days sight 1.00

Bank Bills, at 4 months sight 1.00

Credits, at 4 months sight 1.00

ON BOOMBAY.

Telegraphic Transfer 1.00

Bank, on demand 1.00

ON CALCUTTA.

Telegraphic Transfer 1.00

Bank, on demand 1.00

ON SHANGHAI.

Bank, at sight 1.00

Private, 30 days sight 1.00

ON YOKOHAMA.

On demand 1.00

ON MANILA.

On demand 1.00

ON SINGAPORE.

On demand 1.00

ON BATAVIA.

On demand 1.00

ON HONGKONG.

On demand 1.00

ON BANGKOK.

On demand 1.00

ON SOERABAYA.

On demand 1.00

ON BANGKOK.

On demand 1.00

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ON SOERABAYA.

On demand 1.00

ON BANGKOK.

On demand 1.00

JOINT STOCK SHARES.

Hongkong, September 18th.

COMPANY.

PAID UP.

QUOTATIONS.

Alhambra

Banks

Hongkong & Shanghai

National Bank of China

Bank of China

China Light & Power Co.

China Provident

Cotton Mills

Hongkong

International

Laun Kung Mow

Soyabean

Dairy Farm

Docks and Wharves

H. & K. W. & G.

H. & W. Dock

New Amoy Dock

Shanghai Dock

Shanghai & Wharf

Fenwick & Co., Geo.

Green Island Cement

Hongkong & C. Gas

Hongkong Electric

Hongkong Hotel Co.

Hongkong Ice Co.

H. K. Billings Co., Ed.

In Liquidation

Hongkong Rope Co.

Insurance

China Fire

China Traders

Hongkong Fire

Hong Kong

Union

Yangtze

Land and Building

Hongkong Land

Humphreys & Estate

Kowloon Land & B.

Shanghai Land

West Point Building

Mining

Charbonnages

Rauls

Peak Tramways

Philippine Co.

Refineries

Luzon Sugar

Luzon Sugar

Steamship Companies

China and Manila

Douglas Steamship

H. Canton & M.

Indo-China S.N. Co.

Shell Transport Co.

Siam Ferry

Do, New

South China M. Post

Siam Land & B.

Siam Land & B.

Watkins

Watkins & Co., A.S.

Weissmann, Ltd.

United Asbestos

Do, Founders

Union Waterboat Co.

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From September 18th to 24th, 1908.

HIGH WATER.

LOW WATER.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 17th.

Barometer 29.82

Thermometer 29.97

Thermometer 29.01

Thermometer 29.01

Thermometer 29.01

Thermometer 29.01

Thermometer 29.01

Thermometer 29.01

Thermometer 29.01



FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharves and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea-Water; as well as for Protection of all exposed Woodwork.

Kennon's TEREDO-PROOF AND WOOD-ARMOR PAINT

A peerless Wood Preservative and insoluble Paint, gives in Sea-Water Absolute Protection against the "Teredo" and all other Marine-Bore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEORGE ROSE, (Rose Brothers) Swatow.

General Agents for the East.

VISITORS AT TELS.

HONGKONG HOTEL.

Mr. P. R. Adams

Mr. H. G. Battiscombe

Mr. H. G. Battiscombe

Dr. G. D. R. Black

Dr. G. D. R. Black

Mr. J. B. Brown

Mr. J. B. Brown

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